



INSTALLATION INSTRUCTIONS CLUTCH RELEASE BEARING FORK #15500

NOTE: This clutch fork replaces GM OEM #14066235. It will not fit early Chevy II and Corvette applications.

1. When installing the clutch release bearing fork on a new bellhousing, use Lakewood #15501 or Mr. Gasket #3855 Adjustable Pivot Ball to replace the factory non-adjustable pivot ball. This will help you to attain the proper clutch linkage alignment.
2. Apply a small amount of white grease on the pivot ball.
3. Attach clutch release bearing to Lakewood Clutch Fork by depressing spring clips and inserting fork into the groove of the bearing collar.

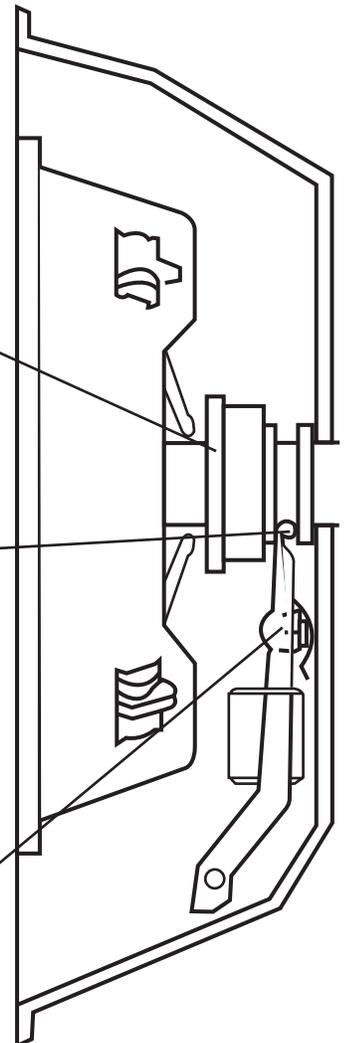
NOTE: Spring clips do not go outside of bearing collar.

THROWOUT BEARING PROBLEMS

Allow at least .250" clearance between the pressure plate levers and throwout bearing when the pedal is fully released. If the clearance is not correct, re-adjust. If there is still not adequate clearance the throwout bearing is likely too long, or the clutch release fork angle is incorrect.

Be certain the throwout bearing is correct and installed properly on the clutch fork. Having a wrong or improperly installed bearing can result in inaccurate clearances, excessive pedal pressures or premature clutch wear. If the bearing is too long, replace with a shorter one. Throwout bearing problems are responsible for 85% of clutch wear and warranty questions.

The installed angle of the clutch fork is also very important. If it is not at the proper angle, problems similar to an incorrect throwout bearing can result. When the pressure plate is disengaged (pedal to the floor), the fork must be in a position parallel to the rear face of the engine block (see drawing). When the fork is not in the correct position, proper leverage cannot be obtained, and undue pressure and wear can result on all clutch components. The fork angle can be corrected by changing the length of the throwout bearing and/or installing an adjustable pivot ball (Lakewood #15501 or Mr. Gasket #3855).



Recommended Clutch Disc	
Air Gap Measurement	
Diaphragm	.030-.040
Borg & Beck	.040-.050